

HERITAGE ENGINEERING, LLC

MEMORANDUM

Date: December 18, 2023

From: John Campbell
Heritage Engineering, LLC.

To: Metro Louisville
Planning and Design Services

Subject: Parking Analysis
Bank of America
4721 Dixie Hwy
Shively, KY 40216

Heritage Engineering, LLC has analyzed a Parking Study for a proposed Bank of America drive-in bank development. The site is located at 4721 Dixie Hwy in Shively, Kentucky. The approximately 1.67-acre site is currently a vacant retail building formerly used as a Rite Aid pharmacy with 65 parking spaces, including four (4) accessible spaces.

Access to the site is provided via a fully signalized entrance along Dixie Hwy and two existing entrances located along the side neighborhood street Stallings Avenue. The signalized access is aligned opposite Rockford Lane.

As proposed, the development includes the construction of an approximately 4,254 square-foot Bank of America building with two (2) drive-thru lanes. The site will be served by a total of 37 parking spaces, including two (2) ADA accessible spaces. Access to the site will be maintained via the existing Dixie Hwy entrance and the improved Stallings Avenue entrances.

The following summarizes the analysis summary and BLA, Inc., a sub consultant for Bank of America, findings and recommendations for your consideration.

PARKING EVALUATION

Parking Demand Requirements

Based on the parking requirements outlined in the City of Shively Land Development Code (LDC), Chapter 9, Part 1, a minimum of 14 and a maximum of 21 parking spaces is required for the proposed development.

The City's parking requirements are summarized in *Table 1*.

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Table 1: City Parking Requirements

Use	Size	Parking Requirement		Parking Spaces		
		Minimum (MIN)	Maximum (MAX)	Required		Provided
				MIN	MAX	
Drive-In Bank	4,254 SF	1/300 SF	1/200 SF	14	21	37

Parking Demand Projections

To project the peak parking demand, a study completed by BLA, Inc. referenced the following sources:

- Institute of Transportation Engineers (ITE) Parking Generation 5th Edition and
- Parking supply and occupancy surveys at four (4) existing Louisville drive-in banks on a weekday and two (2) on a weekend.

ITE Parking Generation

The ITE Parking Generation publication provides a compilation of parking demand surveys from across the country for a wide variety of land uses. ITE LUC 912, Drive-In Bank was referenced for the proposed development (see *Appendix A*). Using the ITE data, **Table 2** presents a summary of the projected peak parking demand for the proposed development on a weekday and Saturday.

Table 2: Projected Peak Parking Demand: ITE – Parking Generation

Land Use	ITE LUC	Size	Average Peak Parking Demand				85 th Percentile Parking Demand			
			Weekday		Saturday		Weekday		Saturday	
			Rate/Unit	Spaces	Rate/Unit	Spaces	Rate/Unit	Spaces	Rate/Unit	Spaces
Drive-In Bank	912	4.254 KSF	3.72	16	3.05	13	6.00	25	4.77	20

As shown in *Table 2*, based on the ITE Parking Generation rates, the projected peak parking demand for the proposed development is anticipated to be 25 spaces, or 4 more than the maximum required per City Code.

LOCAL SURVEYS

BLA performed parking supply and demand occupancy surveys at 4 similar, existing drive-in banks located in Louisville on a weekday (9:00 AM to 5:00 PM) and 2 locations on a weekend (9:00 AM to 12:00 / 1:00 PM), with the maximum observed demand (occupied spaces) recorded per hour. These time periods were chosen as they represent the peak parking periods for the drive-in bank use per the ITE Parking Generation Manual (11:00 AM to 4:00 PM on a weekday and 9:00 AM to 12:00 PM on a Saturday), as well as required per City of Shively Code (4 hours prior to and after the peak hours of operation, as the facility is open). Summaries of the weekday and Saturday parking surveys are provided in *Appendix B* and *Appendix C*, respectively.

Based on the surveys, the similar drive-in bank facilities provided a parking supply of 31 to 48 spaces, with a peak parking demand of 26 spaces, occurring between 11:00 AM and 12:00 PM on a weekday. However,

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the locations surveyed provide a building size that is different than the proposed location. Accordingly, the building footprint for each location was obtained from Jefferson County Property Valuation Administrator and a parking ratio for both the supply and peak observed demand was developed for each site observed.

The parking demand for the proposed drive-in bank was calculated based on the local supply and demand parking ratios and is summarized in *Table 3*.

Table 3: Projected Peak Parking Demand: Local Surveys

Land Use / Proposed Size		Local Survey Location	Parking Supply		Peak Parking Demand			
					Weekday		Weekend	
			Rate ¹	Spaces	Rate	Spaces	Rate	Spaces
Drive-In Bank	4.254 KSF	Republic Bank: 1130 Main St	8.50	36	2.13	9	1.42	6
		PNC: 8000 Shelbyville Rd	7.87	33	3.15	13	--	--
		Chase Bank: 4111 Shelbyville Rd	6.89	29	4.37	18	1.85	8
		Chase Bank: 3820 Brownsboro Rd	11.2	47	1.81	8	--	--
Average			8.25	35	3.03	13	1.64	7

¹ Parking ratio per 1,000 square-foot gross floor area (see summary worksheets contained in Appendix B and C for supporting information).

As shown in *Table 3*, based on the current parking supply ratio (total number of spaces provided divided by the building size) provided at 4 existing drive-in banks located in Louisville, a minimum of 29 to a maximum of 47 parking spaces would be appropriate to serve the proposed building footprint. Based on the average parking supply ratio, a total of 35 parking spaces should be provided. The projected peak parking demand for the proposed development is anticipated to be 9 to 18 spaces, with an average peak demand of 13 spaces, which is less than projected by ITE, as well as City Code requirements.

Accordingly, the proposed parking supply of 37 spaces will be adequate to accommodate the project parking demand for the proposed development. This is consistent with the parking supply provided at similar existing drive-in bank facilities located in Louisville, as well as permits adequate overflow to accommodate the projected peak demand while minimizing on-site circulation, vehicle conflicts and driver frustration.

CONCLUSIONS AND RECOMMENDATIONS

A Parking analysis was performed for the proposed drive-in bank development located at 4721 Dixie Hwy in Shively, Kentucky. Based on the BLA, Inc. parking analysis, it can be concluded the proposed parking supply is adequate to accommodate the anticipated parking demand.

Appendices

Appendix A
ITE Parking Generation Excerpts

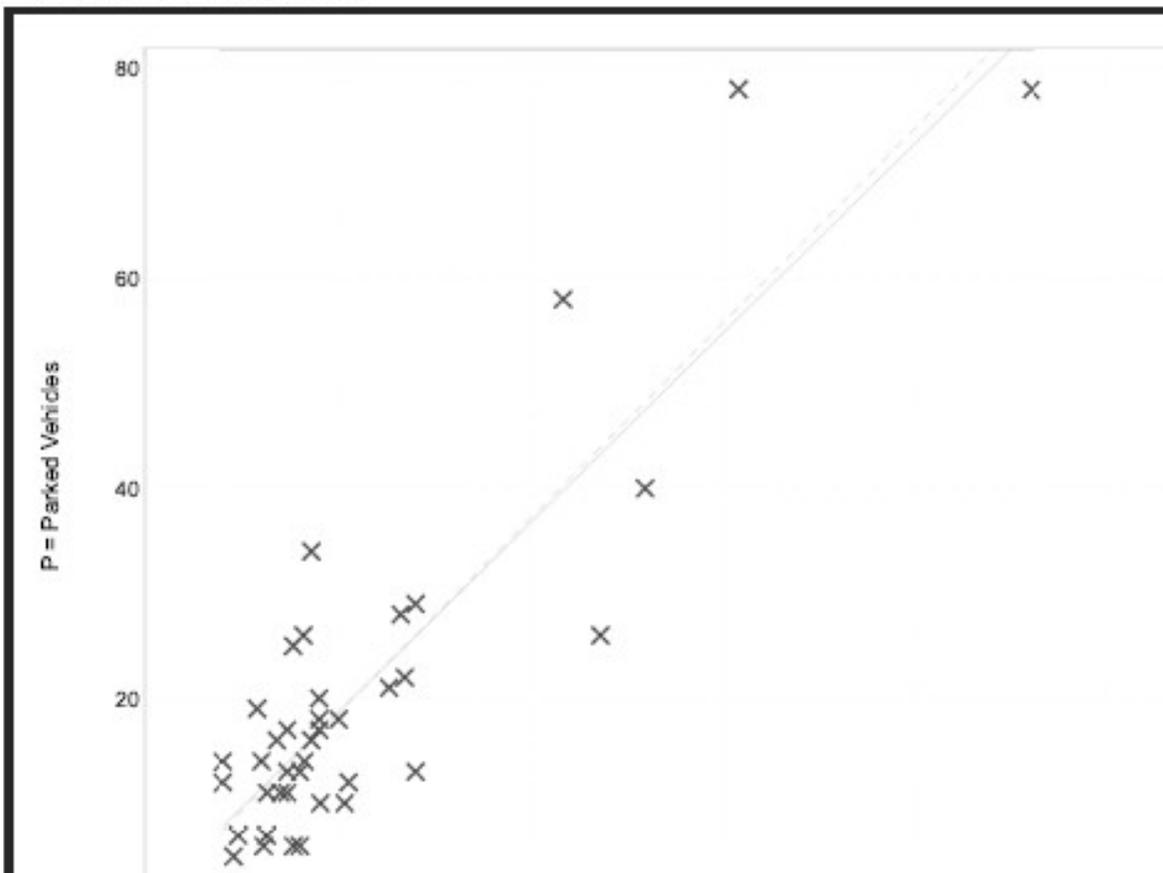
Drive-in Bank (912)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 4:00 p.m.
 Number of Studies: 39
 Avg. 1000 Sq. Ft. GFA: 5.5

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Stat (Co
3.72	1.50 - 7.91	3.10 / 6.00	3.27 - 4.17	1

Data Plot and Equation



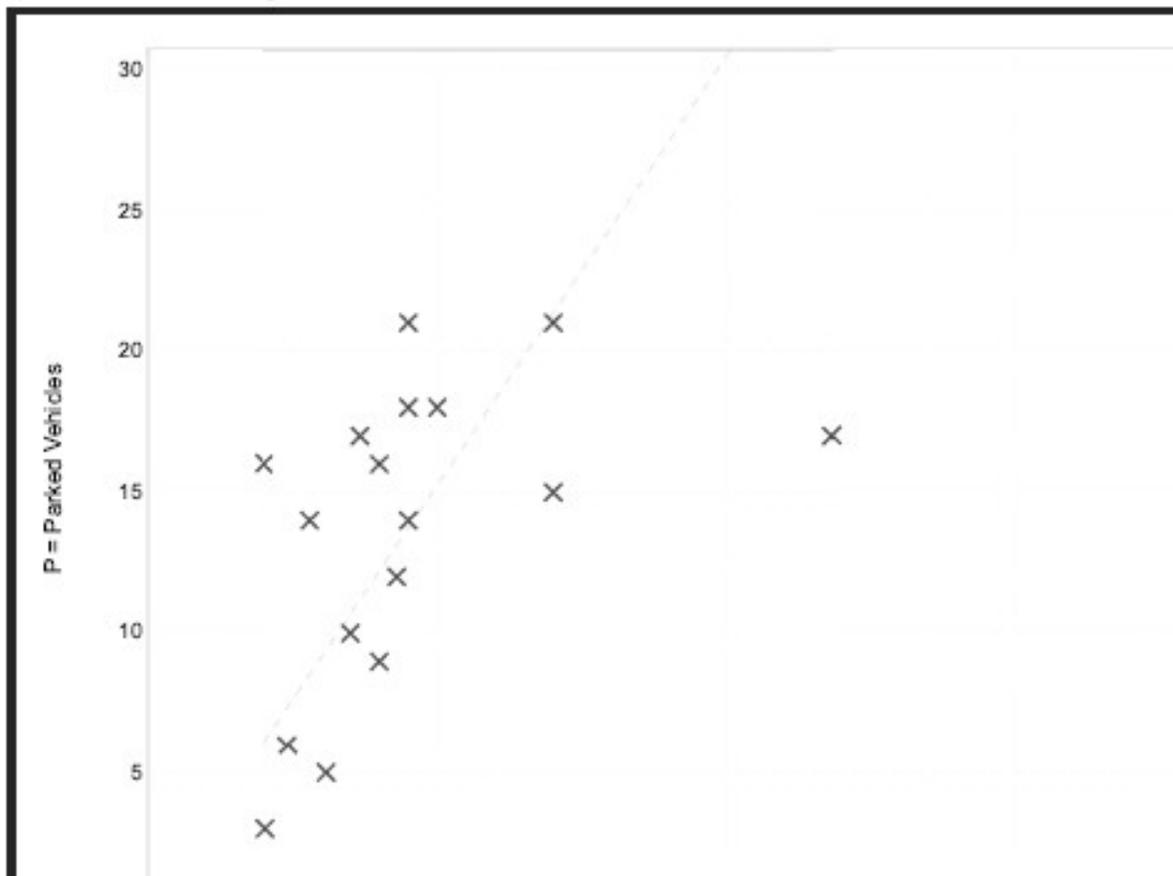
Drive-in Bank (912)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Saturday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 9:00 a.m. - 12:00 p.m.
 Number of Studies: 17
 Avg. 1000 Sq. Ft. GFA: 4.4

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Star (Co
3.05	1.44 - 8.00	2.49 / 4.77	***	1

Data Plot and Equation

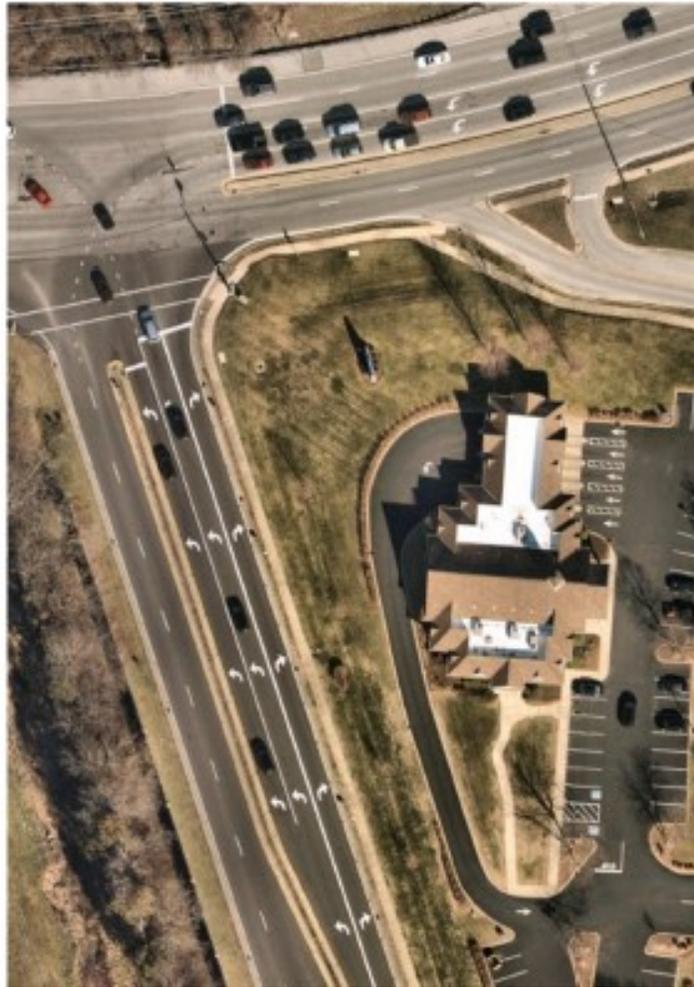


Appendix B
Drive-In Bank
Weekday Survey Data

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1330 Main Street, Louisville, KY

Timeframe / Spaces Occupied								
Friday, June 2, 2023								
	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Supply	12	7	8	7	10	11	12	7
	0	0	0	0	0	0	0	0
48	12	7	8	7	10	11	12	7

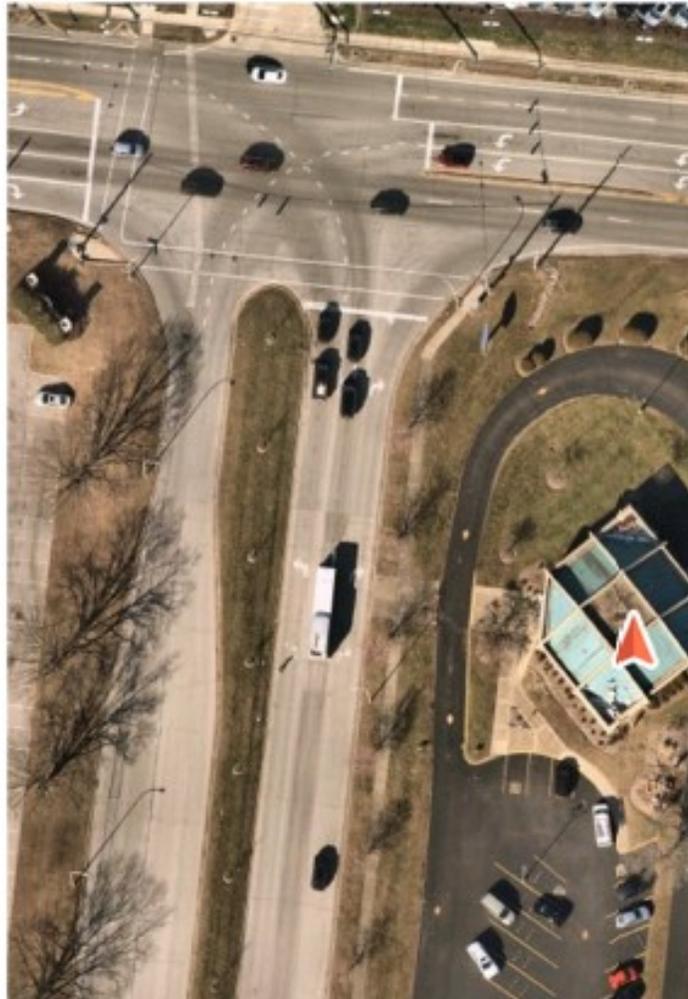


Size (SF)	5,644
Hours	9AM-5PM
Supply (spaces)	48
Peak Demand	12
Parking Ratio (per 1,000 SF)	
Supply	8.5
Demand	2.13

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Shelbyville Rd, Louisville, KY

Timeframe / Spaces Occupied								
Friday, June 2, 2023								
	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Supply	6	8	9	10	10	9	11	9
27	0	0	0	1	0	1	1	1
30	6	8	9	11	10	10	12	10

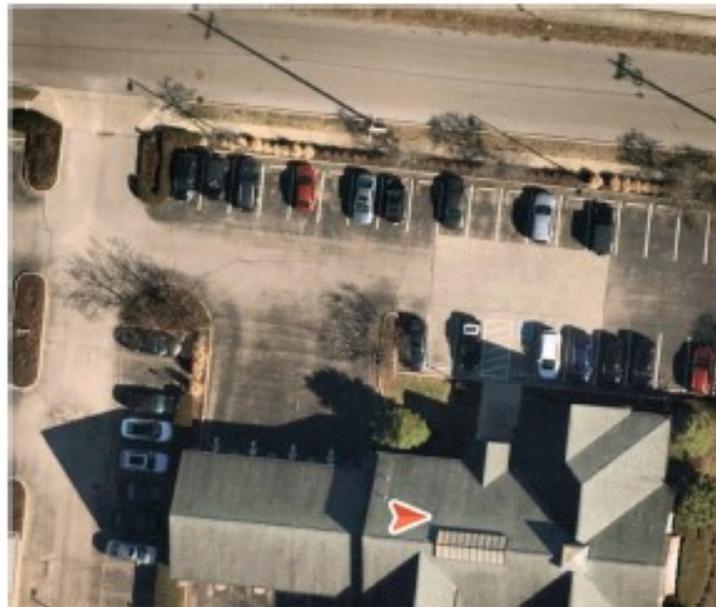


Size (SF)	3,814
Hours	9AM-5PM
Supply (spaces)	30
Peak Demand	12
Parking Ratio (per 1,000 SF)	
Supply	7.87
Demand	3.15

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1 Shelbyville Rd, Louisville, KY

Timeframe / Spaces Occupied								
Friday, June 2, 2023								
Supply	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
39	15	19	25	27	25	21	22	20
2	0	0	1	1	0	2	1	1
41	15	19	26	25	25	23	23	21

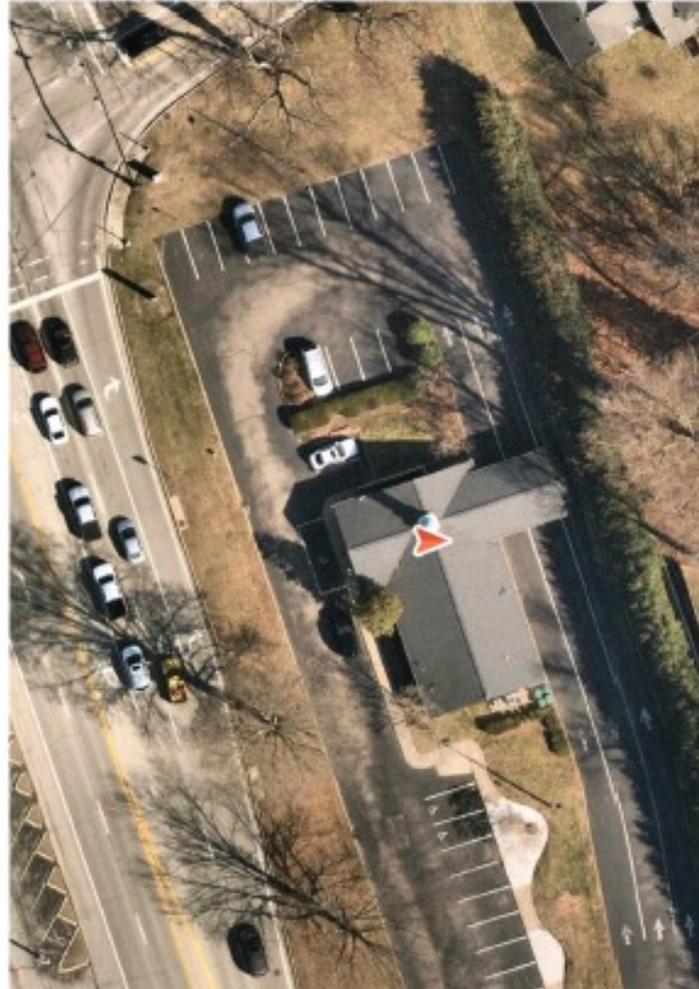


Size (SF)	5,950
Hours	9AM-5PM
Supply (spaces)	41
Peak Demand	26
Parking Ratio (per 1,000 SF)	
Supply	6.89
Demand	4.37

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Brownsboro Rd, Louisville, KY

Timeframe / Spaces Occupied								
Friday								
Supply	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM*	3 PM*	4 PM*
28	2	4	2	4	2	0	0	0
3	0	0	0	1	0	0	0	0
31	2	4	2	5	2	0	0	0



Size (SF)	2,768
Hours	9AM-5PM
Supply (spaces)	31
Peak Demand	5
Parking Ratio (per 1,000 SF)	
Supply	11.2
Demand	1.81

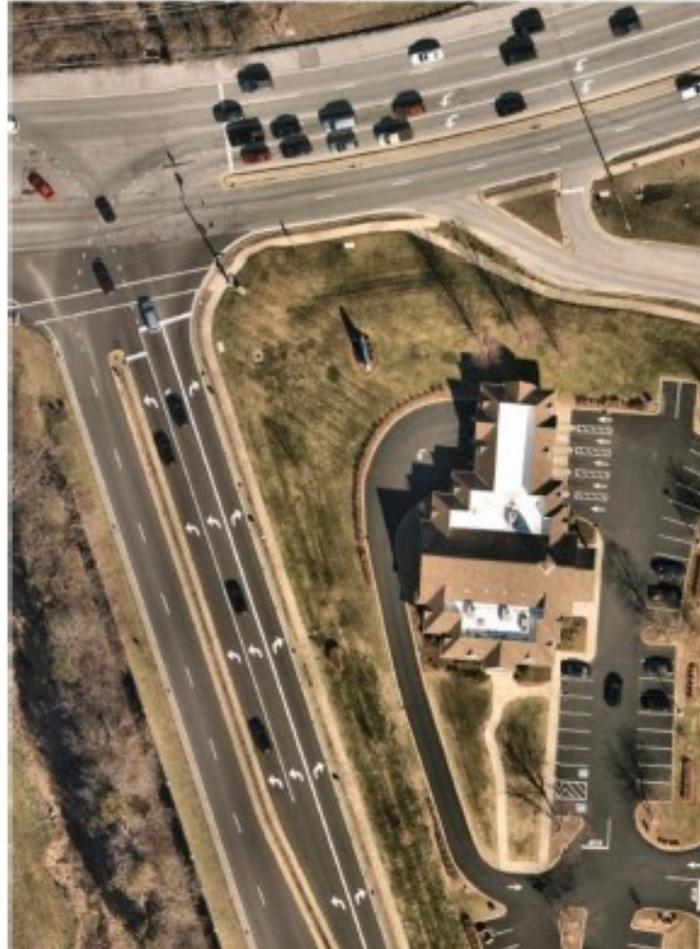
*Location closed earlier than the location's posted hours (5PM).

Appendix C
Drive-In Bank
Saturday Survey Data

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330 Main Street, Louisville, KY

Timeframe / Spaces Occupied			
Saturday, June			
Supply	9 AM	10 AM	11 AM
46	4	7	8
2	0	0	0
48	4	7	8



Size (SF)	5,644
Hours	9AM-12PM
Supply (spaces)	48
Peak Demand	8
Parking Ratio (per 1,000 SF)	
Supply	8.5
Demand	1.42

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Shelbyville Rd, Louisville, KY

Timeframe / Spaces Occupied				
Saturday				
Supply	9 AM	10 AM	11 AM	12 PM
39	5	9	11	8
2	0	0	0	1
41	5	9	11	9



Size (SF)	5,950
Hours	9AM-1PM
Supply (spaces)	41
Peak Demand	11
Parking Ratio (per 1,000 SF)	
Supply	6.89
Demand	1.85

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END OF MEMORANDUM